

SLOCUM INDICTMENT RUMOR.

FOUR MAY BE TRIED IN U. S. COURT FOR TERRIBLE DISASTER.

President Barnaby, Secretary Atkinson, Captain Van Schaick, and Inspector Lundberg supposed to be indicted—Others to be Included if Possible.

There was a rumor, seemingly with good foundation, drifting through the corridors of the Federal Building yesterday that the Federal Grand Jury had found two indictments in connection with the General Slocum disaster. One indictment, according to the story, has been found jointly against Frank A. Barnaby, president of the Knickerbocker Steamboat Company, which owned the Slocum; James K. Atkinson, secretary of the company, and Capt. William Van Schaick, commander of the boat. The other indictment, according to the unofficial information, was found against Assistant United States District Inspector Edward Lundberg, who passed the Slocum. It was said that the charges in both indictments was under Section 534 of the United States Revised Statutes. The punishment on conviction under this section is ten years at hard labor in a penal institution.

When the question was asked as to why the indictments had not been handed up, it was said that the Grand Jury was determining whether they could indict Frank G. Dexter, treasurer of the company, and Capt. Pease, commodore of the Knickerbocker company's fleet, on the charge of contributory negligence. It is understood that any indictments that have been or may be found will be handed up the latter part of this week.

The commission appointed by President Roosevelt to investigate the Slocum disaster and determine if any Federal official was in any way responsible met in one of the offices of the local steamboat inspection bureau, in the Whitehall Building, at 10 o'clock yesterday morning. The members are Lawrence O. Murray, Assistant Secretary of the Department of Commerce and Labor, chairman; Brig.-Gen. John M. Wilson, U. S. Army, member; and Capt. Cameron McLean Winslow, U. S. N., member. Knox Smith, Deputy Commissioner of Corporations, Department of Commerce and Labor, and George Uhler, Inspector-General of the United States Steamboat Inspection Service.

Three witnesses were examined—Edwin A. Weaver, second pilot of the Slocum; Daniel O'Neill, a dockhand, who heroically saved his own life, and described Lee, one of the two firemen on the boat. Lee was a voluntary witness. He appeared before the commission and said he would like to tell his story. In substance, his testimony was:

"I cannot say where the boat was when the fire was discovered. After it was discovered there was great confusion. I pulled down as many as forty life preservers and the straps came off every one. Out of many of the life preservers I took one and pulled them down. The fire hose was of linen, and was fitted with a nozzle, but I never saw it coupled to the standpipe. Myself, and myself, and myself, it was not coupled when the fire was discovered. I saw other members of the crew pulling down life preservers. I did not see anybody who did not take a life preserver take one away from somebody who had."

Weaver and O'Neill gave substantially the same testimony that they had given several times previously. The hearing will go on this morning.

Treasurer Jacob R. Schiff acknowledged yesterday additional subscriptions to the Slocum Relief Fund which raise the grand total to date to \$122,835.35.

TWO KILLED IN TRAIN WRECK.

Five Others Injured—Engineer Seemed to Discard Signal.

STANWOOD, Ia., July 19.—The Atlantic Express bound for Chicago, on the Chicago and Northwestern Railroad, ran into an open switch last night and the engine and four cars left the track. The engineer and the fireman were killed. The danger signal was set, but the engineer seemingly ignored it.

The dead, Jerome A. Wells, engineer, Boone, Ia.; and E. N. Carter, fireman, Boone, Ia. The injured, Thomas King, Chicago, fatally; Alice Fager, Wauson, Ohio; W. E. Baird, operator, Des Moines, Iowa; and W. W. McAllister, baggage man, Clinton, seriously.

OFFERS MORE FOR CHARITY.

Rich Italian Says He Will Give Away His Entire Fortune.

NEW ORLEANS, La., July 19.—Capt. Salvatore Pizzatti, who has given in the last few weeks \$100,000 for the establishment of an industrial school for Italian children and \$75,000 for a parochial school, has notified the Italian Benevolent Society that he will provide whatever money may be necessary for the immediate construction of a charity hospital for the exclusive use of the Italian colony. Capt. Pizzatti, who came here as a cabin boy, has become wealthy in the fruit business. He says that he intends to give his entire fortune for charity and education.

DOMINICAN CUSTOMS PLEDGED.

New York Concern Whose Property Was Seized to Be Paid \$4,500,000.

WASHINGTON, July 19.—Advice was received at the State Department today from New York that former Secretary of the Treasury John G. Carlisle, Senator Gelman, former Dominican Minister at Washington, and now Consul-General of that country at New York, and Judge George Gray of Delaware, who have been acting as arbitrators in the case of the San Dominican Improvement Company against the Dominican Government, had reached an agreement.

The San Dominican Improvement Company is a New York concern. About fifteen years ago the company conducted extensive railroad construction work in Santo Domingo, and during one of the periodical revolutions in that country the property of the company was seized. The company put in a claim for \$4,500,000, and after extended diplomatic negotiation the Government agreed to pay that amount. Mr. Carlisle and Mr. Gelman were chosen as arbitrators to decide upon the manner and kind of payments, and they in turn selected Judge Gray as umpire.

The information received at the State Department today announced that the details had all been agreed upon, that the amount would carry per cent. interest, and the customs revenue of Puerto Plata, Monte Cristi, Sanchez and Samana had been pledged as security for the payments.

ARMY AND NAVY ORDERS.

WASHINGTON, July 19.—Many army orders were issued today.

Major William H. Coffey, Artillery, designated as an additional member of the Field Artillery Board. A general court-martial, to meet at Fort Jay, with Capt. Edgar B. Robinson, Fifth Infantry, president, and Second Lieut. Arthur L. Bump, Fifth Infantry, as judge-advocate.

Capt. Julius B. Robinson, Fifth Cavalry; William H. Fiske, Seventh Cavalry; Parson Bayne, Eighth Cavalry; Campbell King, First Infantry; James V. Reed, Tenth Infantry; First Lieut. David D. Tilford, First Infantry; First Lieut. First Cavalry; Lieut. J. Leese, Third Cavalry; Samuel A. Smith, First Cavalry; Second Lieut. First Cavalry; John J. Smith, First Cavalry; Charles C. Farmer, Jr., Tenth Cavalry; Thomas F. Ryan, Eleventh Cavalry; First Lieut. J. R. Smith, Eleventh Cavalry; William D. Forsyth, Eleventh Cavalry; Charles E. Smith, Eleventh Cavalry; George C. Lewis, First Infantry; Archie J. Harris, First Infantry; Harry P. Dalton, Sixth Infantry; Edwin J. Brooks, Eighth Infantry; Joe R. Lee, Tenth Infantry; James W. Purvis, Eleventh Infantry; Charles H. Smith, Eleventh Infantry; William F. Smith, Thirteenth Infantry; Benjamin H. Smith, Thirteenth Infantry; Martin J. Smith, Thirteenth Infantry; James H. Smith, Thirteenth Infantry; John H. Smith, Thirteenth Infantry; and Second Lieut. Royce A. Jones, Sixth Cavalry, were promoted.

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ARMED MEN GUARD PREACHER.

Saloonkeepers Threaten Him for Spitting Their Business.

INDIANAPOLIS, Ind., July 19.—The most peculiar warfare that has ever been waged against the saloons in an Indiana community is now in progress in the little town of Yorktown, Delaware county. The leader of the fight against the saloons is the Rev. Herman O. Porter, pastor of the Methodist Church, and he is supported by a large body of his congregation, all of whom are heavily armed.

The town has been dominated by the whiskey element for many years and since the discovery of oil and the coming of strangers on account of the new industry the conditions have been intolerable to the other people.

Mr. Porter is a young man, an attractive speaker and zealous of good works. For months he preached to small congregations. Then he determined to take the gospel to those who would not come. He began to preach on the streets near the saloons, and the roused saloonkeepers and their henchmen gathered to listen. He was surrounded by a mob of men and his interest in those who heard him were such that the saloons were depopulated when he appeared on the street.

The saloon men began to threaten and then the minister got on his mettle. He threatened to have every violator of the law arrested and to prosecute the law of officers for neglect of duty. Personal violence was threatened and some members of the church armed themselves and accompanied the minister on his nightly rounds.

Last Sunday every saloon was closed. The young minister preached every night on the streets and the saloonkeepers who accompany him assist him with songs and prayer, though they are armed to resist any possible attack on him.

FLOWERS NOT FOR MR. JEROME.

Justice Palmer's Chair and Heavenly Gates Go Astray.

A messenger boy lugging two big floral pieces found his way to District Attorney Jerome's office yesterday.

"For the District Attorney," said the boy, dropping the floral pieces on the floor of Mr. Jerome's outer office and departing. Mr. Jerome is in Lakeville and the flowers were handed over to Mr. Rand, who is holding District Attorney Jerome's chair at Albany. The other is a gate ajar, and represents Tammany opening its arms to receive Mr. Jerome.

"Don't recognize the names of the senders," said Mr. Rand, when questioned by the reporters. "One piece represents the Governor's chair at Albany. The other is a gate ajar, and represents Tammany opening its arms to receive Mr. Jerome."

NO STONE FOR BARGE CANAL.

Request of Bricklayers and Masons Must Be Refused Because of the Cost.

ALBANY, July 19.—The fact that the cost of the \$101,000,000 barge canal improvement work would be increased at least \$35,000,000 if the State accepted a request of the union bricklayers and masons of the State that stones instead of cement or concrete be used in the canal construction work, did not deter the State from seriously advancing such a proposition to-day before the State Canal Board.

While the board took no action it can be stated that the request must be refused, as the \$101,000,000 estimate of cost is based upon the use of cement and concrete, which is approved by the State advisory board of expert engineers.

The State Canal Board today, after informally discussing specifications for contract work on the proposed barge canal, adjourned until Wednesday of next week without taking any formal action on the plans presented by State Engineer and Surveyor Van Alstyne. The plans discussed were for the construction of a system of lift locks to carry the barge canal from a point in the Hudson River at Watford to the Mohawk River, west of Cohoes, and for a difficult section in the Champlain Canal near Fort Edward.

OVERTAXED BY INVENTIONS.

Joseph Gardham Taken to Bellevue Psychopathic Ward.

Joseph Gardham, a wealthy retired inventor of machinery and former president of the William Gardham Company, machinists and mechanical engineers, of 47-49 Rose street, looked himself in a room at his residence, 302 West Seventy-ninth street, Monday night, after a quarrel with members of his family. The police of the West Sixty-eighth street station were asked to assist in getting him to the Hospital Psychopathic ward after he had been persuaded to unlock his door by a business associate. He was taken there in a carriage yesterday morning.

KILLED BY FALLING ON SCYTHE.

Farmer Dropped It to Run From a Swarm of Angry Hornets.

STEWARTSTOWN, N. H., July 19.—William Forbes, a prominent farmer of this section, was killed in an unusual way while at work mowing in his meadow last Friday afternoon.

In cutting along the bank of a small stream, the scythe encountered a large hornet's nest and a swarm of these insects flew out and attacked the intruder. In defending himself from the attack of the infuriated hornets, Mr. Forbes dropped his scythe and started to run, but tripped and fell. The scythe had fallen blade upward, and the unfortunate farmer plunged directly on the point with such force that the blade passed through his body and he died almost instantly.

The body was not found until some time afterward, when one of the members of the Forbes family went to call the farmer to supper.

CAR HITS CAR AMIDSHIPS.

Woman Knocked Off Platform in Smash at 6th Ave. and 33d Street.

There was a collision between a Sixth avenue car and a Twenty-third street cross-town car yesterday afternoon, that jarred the passengers and smashed half a dozen car windows. The Sixth avenue car was southbound, and was in charge of Motorman Charles Kratzy of 238 East Eighty-first street. It hit the cross-town car amidships with such force that the latter was derailed.

Motorman Patrick Gerity of the cross-town car was crossing the avenue when the collision occurred. Entering the car from the platform at the time was a woman who said she was Mrs. Marie Wade. The car sent Mrs. Wade bouncing off the platform, and she fell against an elevated railroad pillar. When she was picked up she said her hip was hurt, but she refused to have an ambulance surgeon attend her. She went away refusing to tell where she lived.

M'ADOO ON ARREST PROBLEM.

RELEASE OF DANGEROUS CHARACTERS DULLS POLICE WORK.

Won't Admit Magistrates Are Right in Rulings in Cases of Suspicion—Cornell Faculty Contradicted as to Negro Woman From Governors Island.

Police Commissioner McAdoo gave out yesterday a typewritten statement regarding alleged unlawful arrests in the city. Before giving it out he said:

"Only a day or two ago considerable publicity was given to the arrest of a negro woman for street walking. In the Jefferson Market court she said that she had been for two years in the employ of Col. Clauson on Governors Island. The magistrate said that he had made an investigation and found that the girl's story was true. I have learned that Col. Clauson retired over two years ago and lives in this city. He hasn't been stationed at Governors Island for two years."

In his typewritten statement, Mr. McAdoo, among other things, said:

In dealing with a large army of professional law breakers in a great city like New York it is sometimes a delicate task to keep in view the sanctity of personal liberty and the rights of the community, but of course, it must be done. A policeman, who ought to be a person of good intelligence, must frequently decide quickly and promptly. The argument now is, as I understand it, to take the number of arrests coupled with the number of discharges made by the Magistrates, and assume that the Magistrates are being lenient. This is a ground that will not be admitted by the police. In many instances, however, honest, well-to-do citizens are arrested and taken to the Magistrates either as to the fact or the law justifying discharge. Different Magistrates, however, have different views of certain classes of offenders and the police point of view is often being maintained and disappointing to note the number of professional criminals and well known dangerous characters arrested under suspicious circumstances and charged with disorderly conduct whom the Magistrates feel compelled to discharge and, in turn, to reprimand the officers for making the arrests. These reprimands, of course, dull the work of the police and let as an incentive to the disorderly element. One of our most intelligent Magistrates suggests, in this connection, that possibly the New York Code needs amending.

In the matter of street walking I believe that the city is now freer from that evil than at any other time, with the minimum number of arrests; but if the police should follow the dictum of certain Magistrates, they would cease all efforts to prevent this evil, and it would undoubtedly become a widespread public nuisance, and this department would be subjected to the severest criticism from decent people, who would demand streets almost impassable. The making of arrests at this nature requires experience and good judgment, a sense of responsibility and intelligent action, so as to prevent the possibility of such an outrage as the arrest of an innocent and honest woman. The cases at present where this occurs are very rare and much advertised, and the courts are quick to rectify properly, to protect the woman.

I think it would be better if policemen did not act as probationary officers in the Magistrates' courts. They have a great deal of influence, naturally, with the courts, and they are prejudiced against the policeman for some service reason they have good opportunity to do an injury. Often they feel that they have no connection whatever with the Police Department and take strange, or, rather, prejudiced view of the police or, in other words, adopt any prejudice which they find prevailing in the courts. I think it would be better if a probation officer at this nature requires experience and good judgment, a sense of responsibility and intelligent action, so as to prevent the possibility of such an outrage as the arrest of an innocent and honest woman. The cases at present where this occurs are very rare and much advertised, and the courts are quick to rectify properly, to protect the woman.

If the critics of the police could sit in the St. Louis of the American Line, disablers on her last trip from Southampton and Cherbourg to this port, will not carry passengers when she sails for Southampton on Saturday. She will make permanent repairs to her broken engine on the other side. Voyagers booked by her may either sail on Saturday by the Red Star liner Finland, or by the White Star liner Oceanic, next Wednesday.

FUMIGATION FIRE ALARM.

ENGINE 9 TURNS OUT TO SALVATION ARMY HOTEL.

They Were Ridding the Place of Bedbugs by Burning Sulphur, but an Excited Passenger on a Street Car Decided That It Must Be a Dangerous Blaze.

From the fifth floor of the Salvation Army lodging house at the north end of Chatham Square there floated yesterday afternoon wisps of thick, yellow smoke. The wisps increased to puffs and to billowing pillars.

A man on an East Broadway car looked up, looked along the street and saw that no one else was paying any attention to the smoke. He stood up in the car and yelled. He was a thin, black man, with a rusty black coat which was buttoned up close under his flowing black whiskers.

People looked at him and laughed. He took off his hat and leaned out of the side of the car and waved madly with it. "Fire—fire—fire!" he yelled. "Fire—fire—fire!"

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The whistler once dashed from the car, stumbled into the gutter and dived pell mell under the chain across the door of the home of Engine 9, at 55 East Broadway.

"Fire!" he gasped. "Fire! Der Salvation's Hotel, it is all gone!" He dashed out to the sidewalk again, ahead of Fireman Fenton, who had the watch at the door, and pointed to the clouds of smoke which were still floating out over East Broadway at Chatham Square.

Fenton called the company out on a still alarm, Lieut. Shaughnessy at the head. They scudded up the crowded street and wheeled into action at the fire plug just back of the hotel. The street above was all misty with yellow smoke, now. Whiffs of it came down.

Shaughnessy, who had come up on the engine, stopped short just in front of the door of the hotel. He sniffed. The smoke smelled strongly of sulphur. He ran back to the men of his company, who were just racing around the corner with the hose cart, trailing the line from the engine behind them.

"Look out, men," he called. "There must be brimstone in this somewhere. Don't get suffocated!" Then, at the head of his company, he ran to the front door, on Chatham Square, and entered the office. He was confronted by Day Clerk Hall, a man of peace and sanity, who was sitting at his desk, looking at the flames' advance. "What does this mean?"

"Get out of the way, there," roared the fireman. "Give us room. You're place is on fire!" Mr. Hall, backed up by a crowd of lodgers from the reading room, did not get out of the way. The lodgers seemed unduly hilarious.

"Pardon me, gents," said Clerk Hall. "But you are mistaken. You have been misled by the escaping from the windows of the smoke from our weekly fumigation." Shaughnessy and the men stood looking at him in silent wrath and amazement. "We have been grievously afflicted," Mr. Hall explained, "on the fifth floor—but not with fire. To be plain, friends, we have been trying to rid ourselves of bedbugs."

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WAGON RAN AWAY WITH HORSE.

Dragged the Animal Down a Hill While Commuters Cried "Wheel!"

MONTICLO, N. J., July 19.—A wagon running away with a horse attracted the attention of many commuters who were waiting for a train to Manhattan at the Montclair station of the Lackawanna Railroad this morning. So interested were they that many of them missed the New York express.

A large truck owned by Contractor James Robertson, a house mover, was left on the brow of the Bloomsfield avenue hill, near Willow street. The horse had been unhitched from the vehicle but one of them was tied to the rear of the truck. Suddenly the big wheels began to move and down the hill the wagon went. There were cries of "Wheel!" from all directions, but the horse couldn't wheel.

At Depot square the truck struck the trolley track, swung and brought up against a big fence. That stopped the novel runaway.

HINT OF A SUBWAY STRIKE.

One Union of Painters Wants Half the Work and the Other Half a Grievance.

The representatives of both the Amalgamated Painters' Society and the Brotherhood of Painters said yesterday that they could not understand the reports that there was to be a general strike of painters on the subway. A representative of the Amalgamated said:

"We want to get one-half of the work on the subway and so told General Contractor McDonald. Whatever will happen will happen to-morrow, but I won't say there will be a strike."

It was stated that the Amalgamated sent the following ultimatum to Mr. McDonald: "Unless you guarantee to our body to per cent. of the subway work the unions now employed will be called out. We will give you until 2 o'clock Wednesday to answer."

"I made an agreement with the Central Federated Union at the beginning of the construction of the Rapid Transit Railroad," said Mr. McDonald, "for the employment of men in unions affiliated with that body. If any change is to take place it is a matter for the Amalgamated men to take up with the Central Federated Union and not with me. I have had several conferences with all parties interested and hope that the officers representing the different unions will be able to adjust their own matters in a satisfactory manner."

George Flanagan, secretary of the district council of the brotherhood of Carpenters, said yesterday that the brotherhood had a grievance in the Subway. This was that their members were only paid single time instead of double time for overtime. A meeting was to be held with the contractors to-day to settle this matter, he said. "The strike talk," he added, was all "hot air."

Weavers in Paterson Strike.

PATERSON, N. J., July 19.—All the weavers in the big silk plant of Johnson, Cowdin & Co., at Riverside, went on strike this morning because the firm refused to advance their wages 10 per cent. This will throw 1,000 hands out of employment.

Red Star Boats to Stop at Dover.

The twin-screw steamships of the Red Star Line, after Aug. 8, will call at Dover on their way to and from Antwerp, landing and receiving passengers.

The distance between Dover and London is about seventy-five miles or less than two hours by train. The Hamburg-American Line recently established a service between Dover and New York.

CARPENTERS TO FIGHT BACK.

RESENT EMPLOYERS' ACTION AS TO NON-UNION MATERIAL.

Lockout or No Lockout, They Say They'll Fight All Summer If Need Be—Accuse the Flint Company of Violating Building Arbitration Agreement.

The carpenters thrown out of work by the lockout ordered by the board of governors of the Building Trades Employers' Association on all the contractors of the Master Carpenters' Association are ready to fight back. The district council of the brotherhood refused yesterday to order men to work on the contract of the George C. Flint Company on the apartment hotel at Sixth street and Fifth avenue. The strike on this job led to the lockout.

If the lockout continues other trades will be affected and the entire building industry be demoralized for the season. The brotherhood men insist that the George C. Flint Company violated the arbitration agreement by turning over the contract for the wood trim to a non-union firm.

The question of handling non-union made trim came up before the general arbitration board of the employers on July 11, the Brotherhood of Carpenters having previously made several complaints about it. The decision then reached was that the trim question should be settled by the joint arbitration committee of the Master Carpenters' Association and the Brotherhood of Carpenters. That decision was reaffirmed at a meeting late on Monday night at which, also, it was decided that the brotherhood should put men at work on the Flint job.

The carpenters said yesterday that they stand ready to meet the labor committee to-day to settle the question. The carpenters, however, say it can be settled only in the one way.

Another hitch arose among the employers themselves. When the master carpenters were notified to lay off their men a special committee was appointed to see that they did. The master carpenters were told by this committee to notify the latter that their men were paid off. A number of the master carpenters had sent no notification last evening. The chairman of the committee said:

"Some of the employers say that they did not have time to get money from the bank to pay off the men. Whether this is so or not the lock-out order must be obeyed or some men will be disciplined in accordance with the rules of the Building Trades Employers' Association."

Daniel Featherston, secretary of the District Council of the Brotherhood of Carpenters, said that the bone of contention was Section 15 of the agreement, which reads:

"The members of this association agree to employ members of the trades union only, directly or indirectly, when parties to the agreement."

"The George C. Flint Company," he said, "violated this rule. They obtained the contract to supply the trim for the hotel from the Remington Construction Company, but transferred the contract to the Kingley company of Pawtucket, R. I. We demand that the arbitration agreement as to union men being employed directly or indirectly as defined in Section 15 of the agreement be lived up to and will insist on it if the lockout should last all summer."

"If the employers want to fight we will give them all the fight they want."

HEAD FOOD

Every Brain-worker wants a strong, keen thinker in his HEAD QUARTERS. Many successful men and women regularly eat the brain-making food—GRAPE-NUTS.

For the Phosphates necessary for this purpose are intentionally supplied in GRAPE-NUTS in liberal quantities and will positively rebuild the worn out brain nerve centres.

The Inventor of GRAPE-NUTS

About 10 years ago found himself badly off from overwork and weak digestion.

He experimented about two years, seeking to perfect a food that would contain the elements required by Nature to rebuild the depleted nerves and brain.

BUT such food must be made easy of digestion, else the weakened organs of body could not extract the rebuilding elements.

Finally success came, after dozens of experiments and failures. The right parts of Wheat and Barley were selected, skilfully blended in the right proportions. Subjected for hours to moisture, then hours more to slow heat, gradually producing changes and mechanically digesting the food. Further processes follow, until the food is finally delivered fully cooked, pre-digested and ready for instant service with a little rich cream.

Years have gone by and experience has shown that the now famous brain food planned for a purpose, accomplishes that purpose.

It does supply pre-digested food that a babe or an athlete can digest.

It does furnish the nerve centres and brain with the delicate, microscopic particles of natural Phosphate of Potash which combines with Albumen to make the gray matter filling the nerve centres and brain.

It does prove itself to users in a very few days.

It is known to, and used by, our most famous Physicians, Teachers, Scientists, Capitalists, Professors, Clergymen, Authors, Journalists, Merchants and successful, thinking Farmers.

"There's a Reason" and a profound one for

Grape-Nuts

"World's Fair exhibit, Space 100, Agricultural Building."

Get the little book, "The Road to Wellville," in each pkg.